

STAND AND DELIVER.

The Railroad Bandit's Demand
Posted at Every Station
in Nevada.Tabulated Exhibits and Re-
ceipted Way Bills of Cen-
tral Pacific Charges.Another Installment of Congress-
man Daggett's Remark-
able Speech.

Congressional Record, February 25, 1881.

RAILROAD OUTRAGES IN NEVADA.

I admit that I have not made myself very familiar with the details of railroad discriminations east of the Rocky mountains; yet, were it possible for me to shut my eyes to popular complaint and my ears to an unchallenged statement, the consideration of this bill, radical in purpose and general as it is in application, would in itself be evidence that the evil is as widespread in the states east of the Mississippi and Rio Grande as it is unjust and commercially demoralizing everywhere.

But however oppressive or general may be the burden of railroad discrimination on this side of the Rocky mountains, or however emphatic may be the demand for congressional action in restraint of interstate railroad imposition throughout the central and southern states, I am here to-day, sir, to place before and upon the records of this house a record of the discrimination against the state of Nevada, in character so monstrous that beside the exhibit the recital of other grievances will sound like favors conferred and the sweet promise of still greater benedictions to come.

Gentlemen from Illinois may bring their statements of railroad wrongs; and I will pile an Ossa upon the Felson of their complaints; they may bring them from Texas, or Colorado, and I will hold the shafts of their appeals for relief, and still fall short of expressing in the double monument of outrage the full measures of discriminations practiced against Nevada. Their statements tell of a few dollars per ton unjustly collected; mine of \$200, \$300, \$400, \$500 per car load wickedly, audaciously, remorselessly taken from the pockets of consumers without even the pretense of consideration.

Discrimination! The will however understand the full meaning of the word until they have settled for the carriage of a ton of freight, I care not of what kind, by rail from New York to any railroad point in Eastern Nevada.

Their railroad managers are comparatively mild-mannered gentlemen, they collect more than is honestly their due, but are gracious enough to try and explain the reason. This is not the case in Nevada. There the merchant is compelled to pay through rates from ocean to ocean, and from \$200 to \$500 per car-load in addition for the privilege of paying it, and the mouth of protest is closed by the threat of increased exactions.

These statements must be regarded as strange by those who know nothing of their truth; but I am strangely well prepared to establish that they are strictly correct.

Possessing no especial knowledge of railroad discrimination east of Nevada, and assuming that a majority of the members upon this floor can know but little of railroad tariffs west of the Rocky mountains, inasmuch as the effort has been ceaseless to disguise or keep them secret, I shall confine myself to the operations of the eight hundred and ninety-five miles of rail between San Francisco and Ogden, and incidentally to the 1,032 miles stretching eastward thence to Omaha.

Of the eight hundred and ninety-five miles of track belonging to the Central Pacific railroad company, about four hundred and fifty miles wind across the state of Nevada, passing through or near its most populous counties and most productive mining districts. Hence, the general dependence of the people of the state for transportation over this road.

PERSONAL EXPLANATION.

And now, sir, lest I may overlook the explanation, I will take the occasion to mention here that, personally as well as politically, I entertain toward the directors of the Central Pacific railroad company no feeling of hostility, and no desire that they may be deprived of anything that is justly theirs.

Like myself, Governor Stanford, the president of the company, was a republican when the title carried with it persecution and reproach; when the public addresses of the Bakers and Tracys of California were answered, as they only could be answered, by tumult and violence; when the dissenting Brodericks of orthodox democracy were heeded of their apostasy by half-ounce bullets and modest monuments in Lone Mountain. I assisted, and most cheerfully, in his election as governor of California, and well and faithfully did he perform the duties of his high office.

It is therefore with regret that I am compelled to assail the greater and later acts of his life, and make such showings as must bring in serious question his corporate integrity. But I have a duty to perform, and have neither the right nor the will to shrink it; and if in my allusions to the public acts of these gentlemen inferences may be drawn prejudicial to their individual honesty or sense of justice, friendship will permit me to offer nothing in return beyond the assurance of my pity for all whose greed of gain makes a footstool of equity, and in the midst of their millions bankrupts them in the respect of mankind.

THE CENTRAL PACIFIC.

Passing entirely through the State of Nevada, eastward from the Sierra Nevada Mountains, and tortuously following its most fertile valleys for the sake of the land grants, without especial regard to distances, is the railroad of the Central Pacific. Along its four hundred and fifty miles of track in the state are scattered fifty or sixty villages and other stations, a few of the more prominent of which I shall now mention, together with the distances

from San Francisco. They are as follows:

Distances by the Central Pacific from San Francisco eastward to points in Nevada.	Miles.
From San Francisco to Reno	306
From San Francisco to Washoe	340
From San Francisco to Winnemucca	470
From San Francisco to Battle Mountain	525
From San Francisco to Palisade	537
From San Francisco to Elko	619
From San Francisco to Klamath Falls	603
From San Francisco to Ogden (Utah)	803

As it will be shown that the nearer these towns are to the Missouri river the greater is the charge for the transportation of freight from that point, in other words, that the freight rates from the east increase in rigid and unconscionable uniformity with the decrease in distance, it is essential to a proper understanding of the figures following that the respective distances from San Francisco of the towns just noted be borne in mind.

TARIFF SCHEDULES OF THE COMPANY.

I will now give, under warrant of the printed schedule of the tariffs of the Central Pacific railroad company, [Appendix A,] the through rates from New York to San Francisco on such freight as embraces the leading articles of consumption in Nevada. The schedule, however, which names and classifies between twelve and thirteen hundred different commodities, will be given entire as an appendix to these remarks, believing that it will be instructive reading to many. The charges are all the way from \$300 to \$1,800 per car load of ten tons.

This schedule is issued and signed by the general freight agent of the Union Pacific in Omaha, the general freight agent of the Central Pacific in San Francisco, and the general agent of both companies in New York. The title of the schedule is as follows:

Special through freight tariffs, in force February 1, 1877, to San Francisco, Sacramento, Marysville, San Jose, Stockton, and Oakland, California.

Freights are rated from four different points and their surroundings in the east, namely, New York, Cincinnati, Chicago and Omaha, and no distinction in prices is made between the cities named for delivery in California; that is, the prices are precisely the same, for example, at Sacramento and San Francisco, although the latter point is one hundred and fifty-one miles farther westward.

Although a distinct line in the title of the schedule announces that it is "published only for the information and guidance of agents and employees of the Union and Central Pacific railroads," I have availed myself of its figures just as freely as if it had been printed for the benefit of the public; and as it is further declared that "no contracting agent has authority to deviate from the rates herein given," I must assume that they are, what I know them to be, the through rates actually charged, except in special cases where they are dishonorably lessened as a reward to sycoophancy or a punishment of complaint.

With this explanation I present the through rates for a few articles, per one hundred pounds and per car load of ten tons:

Articles.	Per 100 lbs.	Per car-load.
Coal-oil	\$1.50	\$5.00
Cattle	1.00	3.00
Machinery, in car-load	1.00	3.00
Wool, in bales	1.00	3.00
Fine machinery, boxed	5.00	15.00
Clothing, in cases	6.00	18.00
Iron, (bar, hand, or boiler)	1.50	4.50
Iron, in bales	2.50	7.50
Shovels and spades	2.00	6.00
Pumps, steam or hydraulic	5.00	15.00
Picks and mat axes	1.50	4.50
Nails and spikes, in boxes	1.50	4.50

Those rates, be it remembered, are for the transportation of the freights mentioned from ocean to ocean, representing an aggregate carriage of over thirty-one hundred miles. The rates to Sacramento and San Francisco are the same, as shown by the schedule from which these figures have been compiled; but does the Central Pacific Railroad Company charge San Francisco rates to Reno, three hundred and six miles nearer New York, or to Winnemucca, four hundred and seventy-five miles nearer, or to Elko, six hundred and nineteen miles from the Golden Gate? Let us see. I may possibly be able to show that the collection of San Francisco rates, six or seven hundred miles east of that point, for freight delivered from New York does not quite satisfy the railroad freebooters who fix the rates of transportation in Nevada, but that to the through rates from the Atlantic to the Pacific they add a godless, lawless, merciless tariff of their own.

Having given the through transportation rates on certain standard commodities from New York to San Francisco—all passing through the State of Nevada, let it be borne in mind—I now present another printed schedule of freight tariff on merchandise consigned to Nevada. (Appendix B.) Consigned from where? No one knows. It may be from New York, from San Francisco, from heaven or hell—and from the prices it might be from any of these points, but the designation alone is mentioned. The title of this mysterious schedule is as follows:

"Special freight tariffs for freights consigned to Winnemucca, Wadsworth, Reno, Virginia City, and Carson, Nevada; and Truckee and Colfax, California; to take effect Monday, October 23, 1877."

Consigned from where, I repeat! The schedule is silent; but from anywhere, let me answer, since it seems to fix the rates either from Ogden, Omaha, New York, or San Francisco. Between two hundred and three hundred articles are enumerated and classified, and the transportation charges authorized by it are as follows to Reno and Winnemucca, respectively three hundred and six and four hundred and seventy-five miles from San Francisco:

Special freight rates from San Francisco to points in Nebraska.

From San Francisco to—	Reno, per car load.	Winnemucca, per car load.
Coal-oil	\$2.36	\$4.16
Can. lbs.	2.36	4.16
Mining machinery	2.18	3.96
Dry goods in boxes	2.36	4.16
Clothing in bales	2.46	4.26
Iron	1.54	2.76
Liquors in barrels	2.36	4.16
Other machinery	2.46	4.26
Nails and spikes	2.36	4.16

As the schedule gives the rates no

fort or east than Winnemucca, I must rely upon other information for the charges from San Francisco to other points beyond; and as the classifications at those places are vague and capricious, I have selected two of the cheapest articles of freight, as follows:

Special freight rates for coal oil or candles from San Francisco to points east of Winnemucca, Nevada.

PER 100 PER CAR	LOAD.
COAL OIL AND CANDLES, POINTS, OGDEN, TO BATTLE MOUNTAIN	\$2.25
To Palisade	2.40
To Elko	2.50

A carload of coal oil or candles is taken from New York to San Francisco by rail for \$300. This is the printed rate, the rate that is actually charged; but here are charges of \$416 at Winnemucca, \$550 at Battle Mountain, \$480 at Palisade, and \$600 at Elko for precisely the same service. Whether representing the rates from New York, or the charges from San Francisco, these charges are absolutely atrocious, and I cannot wonder that the directors of the overland roads have deemed it prudent to withhold them from print—at least, the charges east of Winnemucca.

But these charges of from \$416 to \$500 for a car-load of candles delivered in Nevada do not tell the whole story of railroad pillage in that State. "What?" you might be asked. "Do you intimate that \$500 per car-load of the very cheapest freights scheduled does not pay the bill in full that additional transportation charges are collected from the people of Eastern Nevada?"

That thought is natural. One would imagine that human rapacity had exhausted itself in these monstrous exactions; that the least that could be demanded and mercilessly collect this lawless spoil—this excess of \$200 per car-load on through charges from New York to San Francisco, with a saving of six hundred and nineteen miles of carriage—was dead to every instinct of justice, every suggestion of humanity, and was already tottering on the decrepit edge of burglary, arson and murder.

But it seems that, within the scope and possibility of unbridled railroad brigandage, the gentlemen who fix the rates for Nevada did not think that these charges—these outrageous advances over through tariffs—they had quite reached the limit between which and confiscation stretches a narrow and misty zone which honest traffic dare not travel; and therefore still deeper they ventured into the pockets of our people, and drew forth this additional mountain of charges which they cruelly and without remorse added to the already staggering burden of almost double rates.

In direct and authoritative proof and explanation of this, I quote from the printed schedule from which I have drawn the exhibit entitled "Special freight rates from San Francisco to points in Nevada," the schedule which authorizes the charges of from \$116 to \$500 per car-load for the cheapest of freights consigned to prominent points in Nevada. The instruction, printed in two places that it may not be overlooked, reads as follows: "Freights for the points named below (Winnemucca, Wadsworth, Reno, etc.) may be consigned through to destination (from point not mentioned) by adding to the through rates given in the tariff dated February 1, 1877, the amounts stated below."

Is there any doubt about the intent or meaning of those words? If there is, sir, I am prepared to dissipate it with the receipts bills of the Central Pacific railroad company.

The plan meaning, verified by practice, is this: That on all merchandise consigned from New York to railway points in Nevada, and there delivered, must be paid the following charges:

First, Full through rates from New York to San Francisco, when in reality the freights are not taken through, but delivered six hundred or seven hundred miles east of San Francisco; and

Second, Excessive way rates back from San Francisco to points of delivery in Nevada of the same freights, which have neither been forwarded beyond nor brought back by the railroad company making the cold-blooded charge.

So inhuman, so infamous are these combined charges, that, familiar as I am with their enforcement, I should refer to them with hesitation but for the proof in my possession, to which I invite the scrutiny of the skeptical. I and now, sir, that the full rates exacted in Nevada may be seen at glance on commodities of largest consumption there, together with the distinct charges embracing the unwelcome aggregates, I present the following exhibit, and challenge the world to produce a parallel of tabulated railroad robbery. Should the showing fail to appeal, I will submit to a change in the title:

APPALING EXHIBIT.

Through freight rates from New York to San Francisco through the State of Nevada.

Merchandise.	Charges at Winnemucca.	Charges at Reno.	Charges at Battle Mountain.	Charges at Palisade.	Charges at Elko.
Coal-oil	\$7.16	\$7.16	\$7.16	\$7.16	\$7.16
Cattle	\$4.16	\$4.16	\$4.16	\$4.16	\$4.16
Machinery, in car-load	\$4.16	\$4.16	\$4.16	\$4.16	\$4.16
Wool, in bales	\$4.16	\$4.16	\$4.16	\$4.16	\$4.16
Fine machinery, boxed	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00
Clothing, in cases	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00
Iron, (bar, hand, or boiler)	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50
Iron, in bales	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50
Shovels and spades	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00
Pumps, steam or hydraulic	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00
Picks and mat axes	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50
Nails and spikes, in boxes	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50

The charges in this table are compiled from the printed schedules of rates of the Union and Central Pacific railroad companies, and must therefore be authentic. East of Winnemucca, as I have mentioned before, their figures do not extend. I therefore supplement the exhibit with the following figures, derived from re-

ceipted railroad bills and other information:

ADDITIONAL EXHIBIT.

Through freight rates from New York to San Francisco, added to way rates, for freights from San Francisco to points in Nevada east of Winnemucca.

COAL OIL AND CANDLES, PER CAR LOAD.	Through rates from New York.	Back rates from San Francisco.	Total.
To Battle Mountain, 181 miles, from San Francisco	\$200.00	\$400.00	\$600.00
To Palisade, 87 miles, from San Francisco	200.00	480.00	680.00
To Elko, 619 miles, from San Francisco	200.00	760.00	960.00

Is comment necessary upon these terrible rates? Do they not speak trumpet-tongued of impositions unparalleled in the annals of railroad transportation? These charges have been known and recognized beyond the State of Nevada. When mentioned by the press they have been denied, and with threats of still greater oppressions the railroad directors have silenced the complaints of their victims.

Nevada is an orange which for ten years these railroad vampires have been sucking in silence. We have been, and are still, bleeding at every pore, but the extent, I am satisfied, has not been even imagined by those in whose will has reposed the means of relief. I am here to-day to make proclamation of these wrongs, that others may understand them as I do.

THE TESTIMONY OF RECEIPTED BILLS.

The plans of the well-conditioned gentlemen who manage the affairs of the Union and Central Pacific railroad companies will doubtless be so interfered with by these exposures, resulting, as they may, in acquiescing the Forty-sixth congress with the full measure of railroad tariffs in Nevada; but since their plans and purposes are equally lawless and infamous, they cannot reasonably expect that any consideration personal to themselves will check the development.

Tell it not in Gath, publish it not in the streets of Askelon, yet the figures I have presented have been drawn from their own printed schedules. Let it die with the unsavory breezes of the great basin, whose partial nature with foot of ashes has trampled out the green; yet I will add to their admitted rates the testimony of their receipted bills.

It may be imagined that, although the printed schedules of the railroad companies exact such extravagant charges, they are really not charged as a matter of fact; that they are simply an exhibit of what might be done in the way of charges, rather than of what the consciences of the railroad managers will permit their agents to do. In other words, that these printed schedules are but harmless exhibitions of power, intended to terrify shippers to lower but still excessive rates.

Assuming that some such idea may be entertained, I will proceed to dissipate it at once by the production of copies of a few of the receipted railroad bills in my possession, all showing that the scheduled rates are adhered to. I will first present four or five bills for merchandise delivered from New York to Reno, and there delivered, and the surrounding. Reno is three hundred and six miles east of San Francisco. Some of the freights were delivered at Virginia from Reno by the Virginia and Truckee railroad, but to avoid complications I have omitted the latter carriage from the bill, and they embrace the overland charges alone. They are as follows:

EXPENSE BILL.

No. 2310. RENO, NEV., 10-13, 79.

Messrs. J. & B. Mallon, to Pacific Railroad Company, debtor, for transportation of merchandise from Ogden:

Wt.	Rate.	Am't.
500 boxes candles	20,000	\$1.14
Advances (meaning through rates to San Francisco)		302.50
State toll		530.50
Total		530.50

Date of way-bill, 10-9. No. of way-bill, 371. No. of car, 3.0.

Received payment for the company.

(Signed) J. E. WATMAN, Agent.

EXPENSE BILL.

No. 337. RENO, NEVADA, 10-6, 1879.

Mr. J. J. Quinn, to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden:

Wt.	Rate.	Am't.
19 small six-plait stoves	1,470	\$1.19
B. C. (meaning through rates to San Francisco)		37.75
Total		\$32.42

Date of way-bill, 10-3. No. of way-bill, 144. No. of car, 3405.

Received payment for the company.

(Signed) HUBB, Agent.

EXPENSE BILL.

No. 1137. RENO, NEVADA, 10-21, 1879.

Messrs. Hagerman & S. to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden:

Wt.	Rate.	Am't.
12 sacks ham	2,620	\$1.14
B. C. (meaning through rates to San Francisco)		75.45
Total		\$105.32

Date of way-bill, 10-10. No. of way-bill, 816. No. of car, 4756.

Received payment for the company.

(Signed) HUBB, Agent.

EXPENSE BILL.

No. 233. RENO, NEVADA, 9-11, 1879.

Messrs. J. & B. Mallon to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden:

Wt.	Rate.	Am't.
250 cans lard oil	22,500	\$1.14
Advances (meaning through rates to San Francisco)		441.02
State toll		\$694.10
Total		\$694.10

Date of way-bill, 8-9. No. of way-bill, 327. No. of car, 350.

Received payment for the company.

(Signed) J. E. WATMAN, Agent.

What do these bills show? They

show that the rates of the printed schedules have been observed to the letter. Take, for example, the bill of the Messrs. Mallon for a car-load of candles from the east, which was switched off at Reno. I have shown that the through rates for a car-load of candles of ten tons from New York to San Francisco is just \$300, and it will be seen by this bill that to the through rate of \$312, in payment for a car load and nine hundred and fifty pounds, is added the back rate from San Francisco of \$1.14 per hundred pounds, making a total charge of \$550.83. And be it forever remembered that that car load of candles was not moved a single mile beyond Reno. And so with the other bills.

THEM-SCREWS TO SILENCE COMPLAINT.

It is possible that the railroad tyrants of the Pacific may devise some punishment for the gentlemen who have furnished these bills, for they brook no interference with their plundering practices in Nevada. But I warn them to move with caution. This is an inauspicious time for them to single out men who have dared to speak for their especial vengeance, for there is a spirit abroad which is growing red-eyed under the contemplation of such tyranny, and those who are now tolerant of reproach have reached the verge of a visitation of radical, irrevocable, and irrevocable retaliation. Up the bronzed and sturdy arm of toil is steadily being rolled the sleeve of preparation, and they are wise who will not provoke the blow.

Economy.

A fortune may be spent in using inefficient machinery, or in applying Thoms' Electric Oil to a speedy and economical cure can be effected. In case of rheumatism, lame back, bodily ailments, or any other description it affords instant relief.

Burdock Blood Bitters

Mrs. J. G. Robertson, Pittsburg, Pa., writes: "I was suffering from general debility, want of appetite, constipation, etc., so that life was a burden; after using Burdock Blood Bitters, I feel better than for years. I cannot praise your Bitters too much."

R. Gibbs, of Buffalo, N. Y., writes: "Your Burdock Blood Bitters, in chronic diseases of the blood, liver, &c., have been signally marked with success. I have used them myself with best results, for torpidity of the liver, and in case of a friend of mine suffering from dropsy, the effect was marvelous."

Bruce Turner, Rochester, N. Y., writes: "I have been subject to serious disorder of the kidneys, and unable to attend to business. Burdock Blood Bitters relieved me before half a bottle was used, I feel confident that they will entirely cure me."

E. Aschell Hall, Birmingham, N. Y., writes: "I suffered with a dull pain through my left lung and shoulder. Lost my appetite, spirits, and color, and could with difficulty keep up all day. Took your Burdock Blood Bitters as directed, and have felt no pain since first week after using them."

Mr. Noah Bates, Elmira, N. Y., writes: "About four years ago I had an attack of bilious fever, and never fully recovered. My digestive organs were weakened, and I would be completely prostrated for days. After using two bottles of your Burdock Blood Bitters the biliousness was so vile that I was astonished. I can now, though 61 years of age, do a fair and reasonable day's work."

C. Blackett Robinson, proprietor of The Canada Presbyterian, Toronto, Ont., writes: "For years I suffered greatly from recurring headache. I used your Burdock Blood Bitters with happy results, and I now find myself in better health than for years past."

Mrs. Wallace, Buffalo, N. Y., writes: "I have used Burdock Blood Bitters for nervous and bilious headaches, and can recommend it to anyone requiring a cure for biliousness."

Mrs. Im. Mullholland, Albany, N. Y., writes: "For several years I have suffered from recurring bilious headaches, dyspepsia, and complaints peculiar to my sex. Since using your Burdock Blood Bitters I am entirely relieved."

Price, \$1.00 per Bottle; Trial Bottles 10 Cts.

FOSTER, MILBURN, & Co., Props.

BUFFALO, N. Y.

Sold at wholesale by Ish & McMahon and C. F. Goodman.

HOSTETTER'S

CELEBRATED

STOMACH BITTERS

One of the Reasonable Pleasures

Of life, a properly cooked meat, affords little or no present enjoyment, and must be subsequent to a continued dyspepsia. But when chronic indigestion is combated with Hostetter's stomach Bitters, the food is savored with relish, and most important of all, is assimilated by and nourishes the system. Use this grand tonic and corrective also to remedy constipation, biliousness, rheumatism, &c. &c. &c.

FOSTER & GRAY,

—WHOLESALE—

LUMBER, COAL & LIME,

On River Bank, Bet. Farnham and Douglas Sts.,

OMAHA, - - - NEB.

It is possible that the railroad tyrants of the Pacific may devise some punishment for the gentlemen who have furnished these bills, for they brook no interference with their plundering practices in Nevada. But I warn them to move with caution.

MARBLE HEAD LIME CO.'S
Double Strength White LimeFOR SALE AT
ST. PAUL LUMBER YARD

C. N. DIETZ,

Lumber, Lath, Shingles,

Thirteenth and California Streets, OMAHA, - - - NEB.

J. S. CAULFIELD,

—WHOLESALE—
BOOK SELLER AND STATIONER—AND DEALER IN—
Wall Paper and Window Shades.

1304 Farnham St., Omaha Neb.

I. OBERFELDER & CO.,

IMPORTERS AND JOBBERS OF

MILLINERY & NOTIONS,

1308 and 1310 DOUGLAS STREET.

OMAHA, - - - NEBRASKA

The only exclusive wholesale house in this line in the west.

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MEN'S FURNISHING GOODS.

We desire to call the special attention of the trade to our elegant lines (at BOTTOM PRICES) of Underwear, Cardigan Jackets and Scarfs, Buck Gloves, Overshirts, Overall Hosiery, &c., now open. Wholesale only.

SHREVE, JARVIS & CO.,

Corner Fourteenth and Dodge Sts.

WHOLESALE DRUGGISTS.